

MINNEAPOLIS WAREHOUSE DISTRICT
Roughly bounded by North First
Avenue, North First Street, North
Tenth Avenue, and North Sixth
Street
City of Minneapolis
Hennepin County
Minnesota

HABS No. MN-110

HABS
MINN
27-MINAP,
18-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service
Department of the Interior
Denver, Colorado 80225-0287

MINNEAPOLIS WAREHOUSE DISTRICT
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HISTORIC AMERICAN BUILDINGS SURVEY

MINNEAPOLIS WAREHOUSE DISTRICT

Location: Roughly bounded by North First Avenue, North First Street, North Tenth Avenue, and North Sixth Street, Minneapolis, Hennepin County, Minnesota.

USGS Minneapolis South, Minnesota Quadrangle; Universal Transverse Mercator Coordinates:

- A 15.478460.4981600
- B 15.479030.4981050
- C 15.478350.4980520
- D 15.478080.4980960
- E 15.478060.4981260
- F 15.477820.4981610
- G 15.477970.4981760
- H 15.478290.4981740

Present Use: Various uses including bars, restaurants, warehouses, offices, apartments, theaters, manufacturing and miscellaneous commercial uses. Some buildings are vacant.

Present Owners and Occupants: Multiple owners.

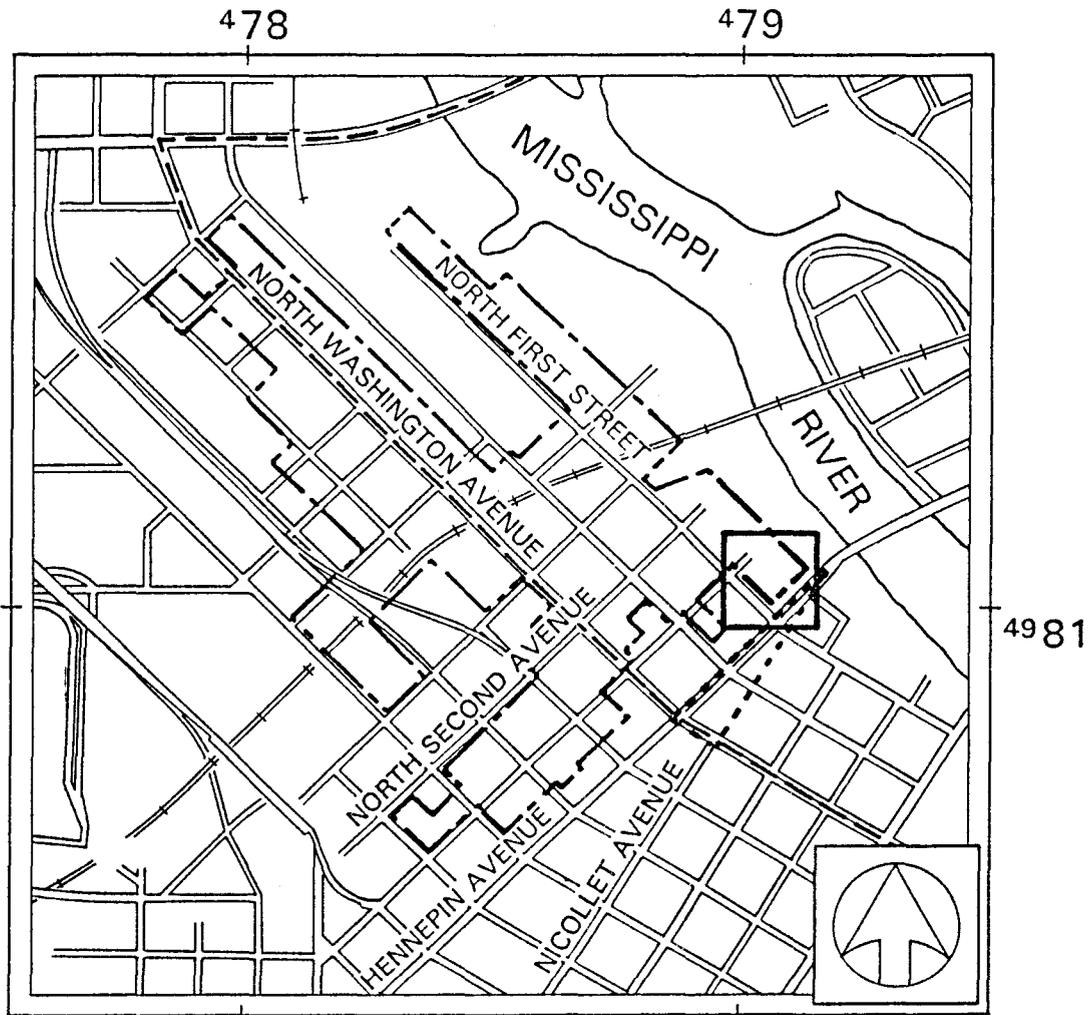
Significance: The Minneapolis Warehouse Historic District is the largest concentration of buildings associated with wholesaling, jobbing, and distribution in Minnesota between the years 1865-1930. The district, as defined by the 1989 National Register nomination, covers a thirty-block area west of downtown Minneapolis and contained 159 buildings and three structures in 1987 when written. One structure, a bridge, was razed in 1989. Many of the buildings were designed by the city's most talented architects including: Charles E. Bell, George Emile Bertrand, Christopher Boehme, Cass Gilbert, Warren Hayes, Edwin Hewitt, Harry Wild Jones, Frederick Kees, Franklin Bidwell Long, Gottlieb Magney and William Tusler, Charles Sedgwick, Edward Stebbins, Carl Struck, William Channing Whitney, and engineer Claude Allen Porter (C.A.P.) Turner. Every major architectural style is represented from the Italianate, Queen Anne, and Richardsonian Romanesque to numerous classically-inspired revival styles, and early Twentieth Century Commercial styles. The Minneapolis Warehouse Historic District was placed on the National Register of Historic Places in November 1989.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Dates of Erection: Contributing buildings and structures in the Minneapolis Warehouse District were constructed between 1865-1928. The majority of buildings and structures in the district were built between 1885-1925.
2. Architects: Various, including leading Minnesota architects of the day. For names and brief biographies of leading architects, see "Architecture" in Part I, below.

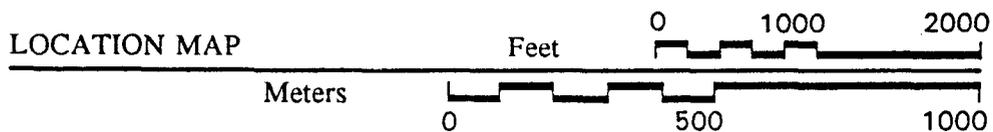
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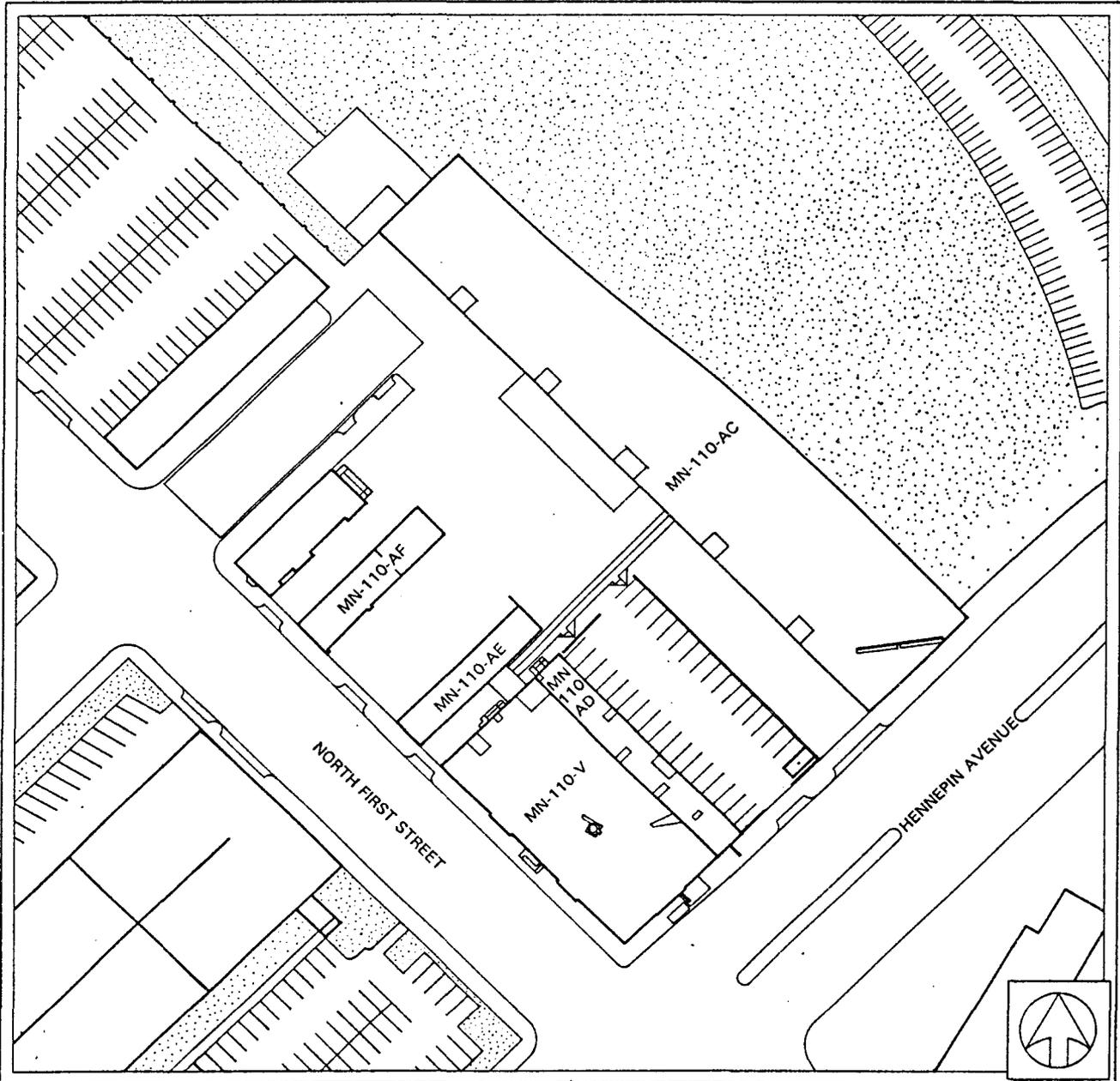


Adapted from USGS 7.5 Minute Series "Minneapolis South Quadrangle"
Scale adjusted 1:10 000

LEGEND:

- Western Boundary of the Saint Anthony Falls Historic District,
National Register of Historic Places Number 71000438
- — — Minneapolis Warehouse District,
National Register of Historic Places Number 89001937
- - - - - Historic Location of Bridge Square
- Site Location

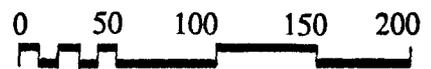




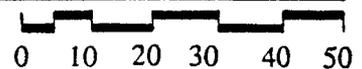
Adapted from Aerial Photograph
"Minneapolis, Hennepin County, Minnesota, Metropolitan Area" Sheets 55C and 56A

SITE PLAN

Feet 1" = 100'-0"



Meters 1:1200



B. Historical Context:

1. The development of the Minneapolis Warehouse District:

Minneapolis became a major wholesaling and distribution point after the Civil War because all of the major railroads were routed through the Twin Cities. As the states to the west of Minnesota were settled and the Dakota Territory opened in the 1880s, Minneapolis became the most important distribution and jobbing point in the state for a vast hinterland to the west, displacing some of the competition offered by Chicago and Milwaukee. Its dominant role in lumbering and milling, coupled with favorable railroad freight rates, put the city in the lead in jobbing and warehousing until the twentieth century when changes in transportation and merchandising arrangements spelled its eventual decline.¹

Minneapolis also had the advantages of a concentration of lumber mills until 1910 and flour mills until 1930 when its position of dominance in flour production was superseded by Buffalo, New York. The manufacturing of lumber and flour at Minneapolis gave rise to the production of many other finished commodities which could be shipped out. The prairie hinterland beyond Minneapolis and St. Paul needed both lumber as well as finished goods and machinery. Rail operations were particularly lucrative because carloads traveled out of the city full of commodities and back to Minneapolis with wheat for the city's flour mills and other agricultural raw products. In Minnesota alone, wheat production nearly doubled between 1870-1880, by which time Minneapolis was one of the ten leading terminal markets for wheat in the country.² The success of Minneapolis as a wholesale and jobbing center is ultimately bound to the role of the Twin Cities as a financial center. Thus the Twin Cities became preeminent over the commercial activities in the region.³

The seeds of decline in the Minneapolis Warehouse District actually began in the 1910s, although construction of buildings in the District continued into the 1920s. Through the 1910s and 1920s, changes in transportation arrangements and in merchandising combined to lessen the importance of the Twin Cities as a jobbing center. Minneapolis began to lose its favorable rate charges after World War I when the Interstate Commerce Commission granted equal percentage increases for all commodities traveling by rail. Such regulation had a profound effect in North Dakota, for example, where farmers had been at the mercy of Twin Cities business interests who controlled railroad rates for shipping grain. Fargo, North Dakota, and Watertown, South Dakota, won rate cases in 1925 which rearranged their local freight rates so that wholesalers in Fargo and other western points began to offer serious competition to the Twin Cities. Minneapolis, in turn, like cities to the east before it, began to lose its hinterland when the advantage to its wholesalers was removed. Furthermore, in the 1920s, manufacturers began increasingly to deal directly with retailers, making it unnecessary for goods to be stored and transshipped at any local point.⁴

According to the National Register nomination:⁵

The Minneapolis Warehouse District is historically significant as an area of early commercial growth during the development of the City of Minneapolis and as the city's warehouse and wholesaling district which expanded during the late 19th and early 20th centuries when Minneapolis became a major distribution and jobbing center for the upper Midwest. The Minneapolis Warehouse District is architecturally significant for its remarkably intact concentration of commercial buildings designed by the city's leading architects in styles which evolved from the Italianate Style of the 1860s to the curtain wall skyscrapers of the early twentieth century.

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The Minneapolis Warehouse District developed initially as a result of its proximity to nearby St. Anthony Falls. The waterpower was first harnessed in 1823 for sawing and gristmilling by soldiers from the Fort Snelling garrison. By 1855, the same year the "Town of Minneapolis" was founded, sawmill production had reached 100,000 board feet a day and by 1869, twelve sawmills were in operation. During the 1860s, flour mills began to replace sawmills as the principal industry using the waterfall's power. By 1880, twenty seven Minneapolis mills were producing over two million barrels of flour annually and Minneapolis became the nation's largest flour center, a position it held until 1930.⁶

The city's first commercial center was located at Bridge Square, at the intersection of Hennepin and Nicollet Avenues, just east of the ... historic district. This adjacent section of the warehouse district became a commercial auxiliary to the downtown area, and served the needs of the growing business district. By 1860, North First Street included a bank, a hotel, several retail establishments and taverns.⁷ These buildings were generally frame structures and during the next 20 years more hotels, stores and taverns were built as well as livery stables, blacksmith shops and carriage works. Surviving structures from this early period include the Pacific Block, built ca. 1865 at 224 North Washington Avenue, the Anthony Kelly & Company wholesale grocery built in 1877 at 125-129 North Washington Avenue, and the Lowry-Morrison Block built in 1879 at 200-204 North Washington Avenue.

During this time, the area of North First Street beyond North Third Avenue, known as Upper North First Street, was too far from the commercial district to attract retail trade and developed into a residential district for some of Minneapolis' leading citizens. Daniel Bassett, an exchange broker, John L. Pomeroy, a lumberman, and R. J. Mendenhall, a banker, all lived here until lumber interests had moved north and south along the river bank sending the residents in search of cleaner and quieter havens.⁸

This area was critically impacted in 1867 by an event which would shape all future development in the warehouse district: the St. Paul and Pacific Railway completed a railroad bridge across the Mississippi River, linking North Third Avenue with the east side. This bridge, which logically crossed the river at Nicollet Island, gave Minneapolis its first direct rail communication with the outside business world and from that point on rail yards and tracks determined the location of industry in the warehouse district.

By the early 1880s, the Northern Pacific Railroad was opening up the Dakotas for settlement and:

the position of the Twin Cities as the hub of a rapidly expanding rail network led naturally to its becoming a center for the manufacture and distribution of agricultural implements. Immigrants followed the rail lines west into the newly opened territories, creating a demand not only for a greater number of agricultural implements but also for new agricultural techniques and new products--steel plows to break the tough prairie soil, mechanized harvesting machinery, and new sources of power to operate these machines.⁹

National manufacturers of farm machinery began to seek warehouse space in Minneapolis and available sites along North Third and Fourth avenues adjacent to the railroad tracks were quickly depleted. Numerous warehouses were built in this area which became known as "Implement Row". The area began at North Fifth Street and North Third Avenue and extended along North Third Avenue to North First Street and eventually expanded west along spur tracks to North Seventh Avenue. "Implement Row"

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was served by the Chicago, St. Paul, Minneapolis and Omaha Railway Company Depot which was built in 1880 at 56 North Fourth Avenue. During this period:

the men who sold the new agricultural equipment were likely to be retail hardware dealers who selected machinery displayed in distributors warehouses in major urban centers. An implement dealer might travel from the Dakotas or Montana on the Northern Pacific Railroad to Minneapolis, stay overnight at Hotel Brunswick ("the best \$2.00 per day house in the city"), and in one day make his selection of a year's agricultural implements from the dozens of warehouses in the L-shaped "Implement Row".¹⁰

Surviving implement warehouses from this period include the Lindsay Brothers Warehouse (1895) at 400 North First Street; the Champion Building (1896) at 428 North First Street; the Itasca "A" and "B" Warehouses (1886) at 702-708 North First Street; and the Moline, Milburn and Stoddard Company building (1886) at 256 North Third Avenue. Later implement warehouse construction included such notable buildings as the Dean & Company (1902) at 410 North Washington Avenue; the Minnesota Moline Plow Company (1910) at 410 North Third Street; the Parlin and Orendorff Plow Company (1910) at 607 North Washington Avenue; and the Deere Webber Company (1902) at 800 North Washington Avenue. The most prominent implement companies which maintained facilities in the warehouse district include the Lindsay Brothers Company, which became the largest independent farm implement wholesaler in the United States; the International Harvester Company of America, which remained the largest producer of harvesting machines in the United States until the 1920s; and the Deere Webber Company, a branch of the John Deere Company, which ultimately became the largest of the many implement companies serving the Midwest. The Twin Cities dominated the agricultural implement industry and:

served as the distributing center for agricultural implements and other manufactured products sold as far west as Montana, Idaho, and western Canada. By 1907, 500,000 carloads a year were being shipped from the Twin Cities, 300,000 of which were classified as jobbing (distributing or wholesaling) business. By 1908 Minneapolis could boast that it was the largest distributing point in the world for agricultural implements. By 1915 the manufacture and distribution of farm equipment had succeeded the flour and grain trade as the biggest business in Minneapolis in dollar volume.¹¹

The 1880s had also changed the complexion of the oldest section of the warehouse district which served the commercial needs of the downtown business community. Most of the earlier frame structures were replaced by brick buildings, typically three stories tall, although they continued to be used as stores, livery stables, blacksmith shops, hotels and taverns. However, as the Minneapolis business district moved further east, this area lost its commercial prominence and began to serve the workingmen of the warehouse district rather than the travelers and businessmen of previous years and by the turn of the century the area was becoming increasingly industrialized.¹² Hotels dominate the surviving buildings of the 1880s in this area and include the Market Hotel (1888), 30 North First Street; the Foster House (1882), 100 North First Street; the Chicago House (1884), 124 North First Street; the American House (1884), 125 North First Street; the Hennepin Hotel (1888), 206 North First Street; and the Britannia Hotel (1883), 213 North First Street.

By this time it was clear that conditions had been developing for Minneapolis to become a major wholesale center. "It was inevitable that the receiving market for grain and other

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farm products of the northwest should become in time the principal distributing market for the goods for which these products were to be exchanged. As the greatest grain market of the west Minneapolis was bound to become a jobbing city as well."¹³ The first wholesaling in Minneapolis was actually a result of the panic of 1857 which forced eastern markets to tighten credit to country storekeepers when their wholesaling sources had been eliminated. As a result, a number of general merchants began doing both a wholesale and retail business, but it was not until after the war that any exclusive jobbing business was found in Minneapolis. George L. Dale, president of the Jobbers' Association stated at a banquet held at the West Hotel in 1885 that:

A Stranger visiting this city is so overwhelmed with the magnitude of the vast manufacturing interests of lumber, flour, etc., and the immense wheat traffic which has made this the largest wheat market in the country outside of Newer York, that other large interests are dwarfed and lost sight of for the moment. Very few people are aware of the extent of the growth of the jobbing trade of Minneapolis; and its progress has been so quiet and unostentatious, that we who are engaged in it have not realized its magnitude. In 1868 there was but one wholesale house in the city, when the grocery house of Anthony Kelly & Co. established an exclusive jobbing business. In 1870 there were but three wholesale houses, with a business amounting to but \$1,000,000. In 1876 it had reached upwards of \$5,000,000 but there were then many important branches of trade entirely unrepresented.... In 1878 the sales had risen to \$10,486,000.¹⁴

Wholesalers were naturally attracted to the area northwest of the business district where land values were relatively low and railroad lines nearby. Many wholesalers began modest business in the area of North Washington Avenue with the leading lines in 1878 consisting of (1) groceries, fruit and cigars, (2) dry goods, notions and clothing and (3) produce and commission. Many of these small businesses merged and expanded and would move several times within the warehouse district in order to acquire larger facilities. Such was the case with three business that located on North Washington Avenue only to ultimately move to massive warehouse buildings along North First Avenue [sic]: North Star Boot and Shoe Company, 416-430 North First Avenue; the George R. Newell Company, now at 300 North Sixth Avenue; and the Wyman, Partridge & Company, 400 North First Avenue. This rapid growth is reflected in the wholesale statistics when in "1880 the wholesale trade was estimated at about \$24,000,000; in 1890, at \$135,000,000; in 1900, about \$200,000,000; and in 1907 about \$280,000,000."¹⁵ The leading wholesale lines at the time were groceries, fruits and produce, agricultural implements, machinery, hardware and dry goods. In addition to the substantial business involving agricultural implements, by 1916 Minneapolis claimed to be one of the two or three largest fruit distributing centers in the country.

Wholesale trade had developed in the 1860s in St. Paul, a full decade earlier than in Minneapolis, and even in 1880 jobbing in St. Paul far outstripped Minneapolis. Yet, as Minneapolis became the chief market for the grain of the northwest, by 1890 St. Paul was overtaken in the amount of business done. During this period the wholesale trade of St. Paul had doubled while that of Minneapolis increased over four times. Minneapolis would ultimately hold a considerable lead and claimed the distinction of a billion dollar market since 1919. Together the Twin Cities:

have long been an important wholesale center serving the central-northwestern states. Before 1870 the jobbing industry had not been large in either city. The population of Minnesota was less than half a million, and that of the Dakotas and Montana, was very small. Manufactured products had been supplied largely by Chicago and St.

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Louis wholesalers. After 1870 the population and commerce expanded rapidly in the Northwest. The trade of St. Louis wholesalers in the area declined with the completion of the first railroad from the East to the Mississippi. This event had established Chicago as the principal source of manufactured goods in the area, but by the turn of the century the position of the Twin City wholesalers had become firmly established.... Since 1900 the Twin Cities have been the center of wholesale distribution for the area comprised of Minnesota, North and South Dakota, a large part of eastern Montana, northern Iowa, and western Wisconsin.¹⁶

The warehouse district continued to grow and eventually expanded north of Hennepin Avenue from the river to Sixth Street and along Washington Avenue and the adjacent side streets with rows of massive warehouses constructed after the turn of the century. By 1920 there were approximately 300 warehouse businesses in Minneapolis.

The 1920s brought a long period of decline to the warehouse district as a result of changes in wholesaling and transportation and general economic conditions. By 1932 it was noted that:

during the past ten years important changes have occurred in wholesale distribution in the Twin Cities. There has been, for example, a gradual but steady decrease in the number of large wholesale firms in the grocer, dry-goods, drug and hardware fields as a direct result of near failure or consolidation of individual concerns. In the grocery field the tendency has been toward smaller trade areas. The main cause of these changes have been the growing importance of chain stores, the increasing sales of mail-order houses, the tendency of large manufacturers to establish their own branches, the increasing cost of transportation, and the development of the motor truck with the attendant decentralization of wholesaling.¹⁷

Once the railroad began to lose importance many wholesalers found it more profitable to build simple one story warehouses in suburban areas rather than maintain multistory structures in the city where they had been previously located close to rail transportation. Wholesaling had also been affected in the early 1920s when preferential freight rates on finished flour were eliminated by the Interstate Commerce Commission. As a result, it became less expensive to ship wheat by water to Buffalo, New York rather than finish it in Minneapolis before shipment. Changes in the farm machinery industry and the eventual collapse of American agriculture in the 1920s and 1930s were also important factors in the decline of the implement business. "In 1900 there were twenty five machinery companies headquartered in the district, by 1930 only five remained."¹⁸ The Great Depression brought further decline to the Warehouse District as well.

During this period of economic stagnation many buildings fell vacant and into disrepair while other property owners retained their businesses but neglected to maintain their buildings. For these reasons and because the warehouse district remained some distance from the centers of development in the city, a remarkable number of buildings have been preserved intact. The first project to focus attention on the revitalization potential of the warehouse district was the 1973 renovation of the Butler Brothers Building, 518 North First Avenue, into shops, restaurants and offices. Since then various projects have created studios, residential units and numerous commercial enterprises.

2. Architecture of the Minneapolis Warehouse District:

According to the National Register nomination:¹⁹

The physical and architectural character of the warehouse district, complete with steel truss bridges and cobblestone streets, has remained remarkably unchanged since the early twentieth century. Many of the buildings were designed by the city's most talented and successful architects whose work is often scarcely represented in other parts of the city. Every major architectural style was employed from the Italianate, Queen Anne and Richardsonian Romanesque to numerous classically inspired revivals and the curtain wall Commercial Styles. Structurally, the heavy timbered mill and semi-mill construction eventually gave way to structural steel and innovative designs in reinforced concrete. For these reasons the Minneapolis Warehouse Historic District is a showcase of commercial architecture in the Midwest. The following are among the notable architects who designed buildings in the warehouse district.

Charles E. Bell (1858-1932) was educated in Philadelphia and worked as a carpenter for seven years before moving to the Midwest where he practiced with a succession of partners. Bell designed the Montana and South Dakota Capitols as well as numerous country courthouses in Minnesota, South Dakota, Iowa and Wisconsin. His buildings are usually designed in the Beaux Arts or Renaissance Revival Styles. Bell designed the Brin Glass Company building (1919), 600 North Washington Avenue, in the Warehouse District. The Brin Glass Company building, 600 North Washington Avenue, was his last known work.

George Emile Bertrand (1859-1931) and Arthur Bishop Chamberlin (1865-1933) formed a successful partnership in 1897 which resulted in numerous classically inspired residential and commercial buildings. Bertrand studied architecture in Boston and Minneapolis and wrote various articles on classical architecture which were published in *The Western Architect*. Chamberlin was born in Ohio and moved to Minneapolis where he received his architectural education. Their Minneapolis designs include the Northwestern Knitting Company (1906), 718 Glenwood Avenue (outside the Warehouse District); the Minneapolis Athletic Club (1912), 615 South Second Avenue (outside the Warehouse District); and the Physicians and Surgeons Building (1910/1915), 63 South Ninth Street (outside the Warehouse District). Bertrand and Chamberlin designed nine buildings in the Warehouse District, including the Dean & Company warehouse (1902), 410 North Washington Avenue; the Northwestern Glass Company buildings (1912), 219 North Second Street and (1918), 215 North Second Street; and the Parlin and Orendorff Plow Company (1910), 607 North Washington Avenue.

Christopher Adam Boehme (1865-1916) was educated at the University of Minnesota and worked with Warren B. Dunnell for 14 years before forming a partnership with Victor Cordella (1872-1937) which lasted from 1903-11. Cordella was born in Poland and studied at the Royal Academy of Art in Krakow before coming to the United States in 1890 where he worked with Cass Gilbert. Boehme and Cordella's most famous design was the Svan Turnblad residence (now The American Swedish Institute, 1903, 2600 Park Avenue, outside the Warehouse District). The firm designed three buildings in the Warehouse District including the P.F. Laum & Sons building (1903), 415 North First Avenue. Boehme individually designed six additional buildings in the Warehouse District: two for the Gluek Brewing Company (254 North First Avenue and 24 Hennepin Avenue); the Maytag Company Building (1916), 515 North Washington Avenue; the Kildall Fish Company (1914), 428 North Washington Avenue; a store/factory (1913), 117 North Washington Avenue; and a store/flats (1901), 119 North Washington Avenue.

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Cass Gilbert (1859-1934) was educated at the Massachusetts Institute of Technology and worked for the prestigious New York firm of McKim, Mead and White before returning to St. Paul in 1883. He practiced architecture in St. Paul with another M.I.T. student, James Knox Taylor, until 1891 and maintained a St. Paul office until 1910, when he moved his entire practice to New York City. He is Minnesota's best-known architect, and one of his most widely acclaimed designs was the Minnesota State Capitol (1895-1905). Gilbert extensively remodeled the 1889 Realty Company Warehouse (100 North First Avenue) in the Warehouse District in 1902 and 1906.

Warren H. Hayes (1849-1899) graduated from Cornell University in 1871 and practiced in New York for ten years before moving to Minneapolis in 1881. He specialized in church design on the east coast and designed the First Congregational Church (1886), 500 Southeast Eighth Avenue, and the Wesley United Methodist Church (1890), 101 East Grant Street (both buildings are in Minneapolis outside the Warehouse District). Hayes' buildings in the Warehouse District include the Lyman-Eliel Drug Company (1892), 24 North Third Street; and the Creamery Package Manufacturing Company (1895), 320 North Third Street or 333 North Washington Avenue.

Edwin Hawley Hewitt (1874-1939) and Edwin H. Brown (1875-1930) formed a highly successful partnership which was organized in 1911 and lasted until Brown's death in 1930. Edwin Hewitt was educated at the University of Minnesota, the Massachusetts Institute of Technology and the L'Ecole des Beaux Arts. Brown studied at Harvard and the Worcester Polytechnic Institute. Together they designed various buildings in Minneapolis outside the warehouse district, including the Hennepin Avenue Methodist Church (1914), 511 Groveland Avenue and St. Mark's Episcopal Church (1908-11), 519 Oak Grove Street; the Northwestern Bell Telephone Company (1934), 224 South Fifth Street; and the Metropolitan National Bank building (1917), 608 South Second Avenue. Hewitt and Brown designed three buildings in the Warehouse District: the Gurley Candy Company factory (1915), 129 North Second Street; the Northern Bag Company (1920), 700 North Washington Avenue; and the Loose-Wiles Biscuit Company (1910), 701 North Washington Avenue.

Harry Wild Jones (1859-1935) was born in Michigan and received his architectural education at Brown University and M.I.T. In 1883 he worked as a draftsman for Henry Hobson Richardson before coming to Minneapolis. Jones was employed by William Channing Whitney and James C. Plant for two years before he opened his own office in 1885. He also served as a Professor at the University of Minnesota and as President of the Minnesota Chapter of the A.I.A.. His Minneapolis designs include the Lakewood Cemetery Chapel (1908), the Minnetonka Yacht Club (razed) and West High School (razed). He also designed churches in China, India and Burma. Jones designed two of the best known buildings in the Warehouse District, the Lindsay Brothers Building (1895), 400 North First Street, and the Butler Brothers Building (1906), 518 North First Avenue.

Frederick G. Kees (1852-1927) and Serenus Milo Colburn (1871-1927) formed a highly successful partnership (1900-1921) responsible for some of the best known commercial buildings in Minneapolis. Kees was born in Baltimore and served an apprenticeship in the offices of E.C. Lind from 1865-1878 before moving to Minneapolis. He worked briefly for LeRoy Buffington and eventually formed the well known partnership of Long and Kees (1884-1898), for which Kees was the principal designer. He also pursued various business interests and was President of the Western Architectural Publishing Co. and Auto Gas Regulating Co. Serenus Colburn came to Minneapolis from Connecticut at

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the age of twenty five and was employed as an apprentice to James C. Plant from 1886-1891. He eventually became William Channing Whitney's head draftsman in the 1890s. Together Kees and Colburn designed such well-known buildings in Minneapolis as the Advance Thresher Building (1900) and Emerson Newton Plow Co. (1904), 700 and 708 South Third Street, and the Northern Implement Company (Pittsburgh Plate Glass Company) (1910), 616-622 South Third Street, considered to be the best commercial/industrial building designed in the city. These buildings are outside the Warehouse District. Kees and Colburn designed four buildings in the Warehouse District, the Deere Webber Company (1902), 800 North Washington Avenue; the Stearn Building (1904), 327 North First Avenue; the Minneapolis Ford Plant (1913), 420 North Fifth Street; and Wyman Partridge and Company (1916), 110 North Fifth Street.

The firm of Long and Kees and its successors dominates the warehouse district with a total of eighteen buildings. Franklin Bidwell Long (1842-1912), considered the city's first example of a businessman architect, was born in New York and later moved to Chicago in 1859 where he worked for several firms before coming to Minneapolis in 1868. He worked independently and with a number of partners before forming a partnership with Frederick Kees in 1883. Their impressive Minneapolis designs, usually in the Richardsonian Romanesque Revival Style, include these buildings outside the Warehouse District: the Lumber Exchange Building (1885), 425 Hennepin Avenue; the Masonic Temple (1885), 528 Hennepin Avenue; the Minneapolis Public Library (1886, razed), 300 Nicollet Mall; the Minneapolis City Hall and Hennepin County Courthouse (1888), northeast corner of South Third Avenue and South Fifth Street; and the Flour Exchange Building (1892), 310 South Fourth Avenue. These buildings are outside the Warehouse District. The partnership of Long and Kees dissolved in 1898. Franklin Long's son Louis L. Long (1870-1925) had joined the firm, and the partnership was known as Long and Long until 1909. In that year Lowell A. Lamoreaux (1861-1922), a long-time associate, was made a full partner. The firm remained Long, Lamoreaux and Long until 1920 when Olaf Thorshov (1882-1928) became a partner and it became Long, Lamoreaux and Thorshov. The partnership then became Long and Thorshov from 1922 to 1950. The firm holds the distinction of being the second oldest architectural firm in duration in the state of Minnesota. The varied designs by this firm in the Warehouse District include such notable buildings as the Champion Building (1896), 420 North First Street; the Kingman Building (1886), 314 North First Avenue; the Wyman, Partridge and Company (1896), 400 North First Avenue; the Fur-Tex Building (1909), 123 North Third Street; Winston, Farrington and Company (1900), 123 North Fourth Street; the Robitshek Building (1919), 25 North Fourth Street; the Bradshaw Building (1925), 108 North Washington Avenue; and the LaVoris Chemical Company (1922), 918 North Third Street.

Gottlieb Magney (1884-19--?) and Wilbur H. Tusler (1891-1985) formed a partnership in 1917 which produced one of Minneapolis' most famous buildings, the Foshay Tower (1929), 821 Marquette Avenue, which was the City's tallest building until 1972. They also designed the Minneapolis Post Office (1931-33), 100 South First Street; the Young-Quinlan Building (1927), 901 Nicollet Mall; and several Minneapolis hospitals. They designed the S.T. McKnight Co. building (1925), 615 North Third Street, in the Warehouse District.

Charles S. Sedgwick (1856-1922) was born in New York and worked for Isaac G. Perry in Binghamton for twelve years as an apprentice, foreman, and draftsman. He moved to Minneapolis in 1884 where he began a large practice which consisted mainly of residential work. In 1900 he published a number of plan books with Glenn L. Saxton for small homes, churches and store buildings. His Minneapolis designs include the George Baird house (1886), Edina (a Minneapolis suburb); the Andrew Presbyterian Church

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(1890), 729 Southeast Fourth Street; the McKnight-Newell house (1888), 1818 South LaSalle Avenue; and the Westminster Presbyterian Church (1896-98), 1201 Nicollet Avenue. Sedgwick designed the Commercial Building (1902), 256 North First Avenue, in the Warehouse District.

Edward S. Stebbins (1854-1934) studied at M.I.T. and worked for McKim, Mead and White before coming to Minneapolis in 1877. He was the first product of a collegiate architectural education to practice in Minneapolis, and was best known as a designer of schools, churches and public buildings. Stebbins was the official architect for the Board of Education. His designs in the Warehouse District include two stores at 761 North Washington Avenue (1890) and 425 North Washington Avenue (1892), and Brown and Haywood Glass (1890) at 128 North Third Street.

Carl F. Struck (1842-1912) was born in Norway and educated in Oslo and Copenhagen before emigrating to the United States in 1865. He supervised the construction of various buildings in Brooklyn, Cleveland and Chicago and ultimately settled in Minneapolis in 1881. The majority of his important commissions were for Scandinavian fraternal buildings and churches. His Minneapolis designs include Dania Hall (1886), 427 Cedar Avenue, and the Pracna Building (1890), 117 Southeast Main Street. Struck designed the Chicago House (1884), 124 North First Street, in the Warehouse District.

Claude Allen Porter Turner (1869-1955) graduated from Lehigh University in Bethlehem, Pennsylvania in 1890 with an engineering degree. He worked for a number of bridge construction companies as a civil and structural engineer before coming to Minneapolis in 1897. He was employed by the American Bridge Company for a period of time but began his own business in 1901 as a designer, engineer and contractor for concrete work. He eventually opened offices in New York, Chicago, and Winnipeg. Turner was a forerunner in the development of reinforced concrete and eventually patented over 30 processes for various forms of reinforcement and types of centering for reinforced concrete construction. In 1898 he used the slab system supported by girders spanning columns but by 1903 concluded he could delete the beam and thus may have invented the concept of the first flat slab on mushroom columns. By 1913 the process was used in over 1,000 buildings throughout the world. The process reduced unusable space as well as construction time and materials. Turner initiated one of the most efficient forms of construction in reinforced concrete and won enduring acclaim from the engineering community. C.A.P. Turner's four buildings in the Warehouse District include the Wisconsin Central Freight Station (1907), 10 Hennepin Avenue; the Green and DeLaitre Company (1908), 500 North Third Street; the Produce Exchange Building (1912, razed), 608 North First Avenue; and the Great Northern Warehouse (1919-1921), 716 North Washington Avenue.

William Channing Whitney (1851-1945) graduated from Massachusetts State College [Amherst, Massachusetts] in 1872 and moved to Minneapolis three years later in 1875. He is best known for palatial residential works in reserved classical styles. His designs in the Warehouse District include the Baker Importing Co. (1884), 212 North Second Street; the Minneapolis Iron Store (1896-97), 200 North Second Street, and a warehouse building (1903) at 322 North First Avenue.

3. The "Bridge Square" Neighborhood:

The HABS documentation on the Minneapolis Warehouse District was generated by a Memorandum of Agreement allowing for the demolition of five buildings facing lower North First Street and Hennepin Avenue (See "Part IV. Project Information" below). The

five buildings to be demolished are sited at Bridge Square in the northeastern corner of the Minneapolis Warehouse District. In this neighborhood immediately around the west end of the first bridge across the Mississippi, Hennepin Avenue, the primary downtown Minneapolis street, crosses the Mississippi River. In the nineteenth century, the first two blocks west of the bridge were known as "Bridge Square," where traffic crossing the Mississippi River bridge entered Minneapolis' early downtown, and where the central business district, the milling district, and the warehouse district all come together. The "Gateway" area centers on a triangle bounded by Hennepin Avenue, Washington Avenue, and Nicollet Avenue. "Gateway" came into common use after the turn of the century. "Bridge Square" generally refers to the part of the "Gateway" closest to the river, though the two terms are often used interchangeably.

The first bridge across the Mississippi River was built in 1854. The Union Railway Depot was built on the south side of Hennepin Avenue at Bridge Square in 1885. From 1876 to 1892, Bridge Square bustled with commercial activity and traffic congestion caused by the presence of the City Market on the corner of North First Street and Hennepin - the most prominent corner of Bridge Square. In 1892, the City Market moved to Second Avenue and North Sixth Street and took with it the wholesale fruit and produce business that had been centered at Bridge Square. The economy of Bridge Square promptly collapsed. In a short while the Class B hotels and small retailers that had provided services for day laborers became flophouses and saloons frequented by the unemployed and the down and out. For the next seventy years, the area around Hennepin Avenue, lower Nicollet Avenue and Washington Avenue near the river, including lower North First Street and Hennepin, became the object of unrealized renewal plans for the Gateway area.²⁰ By 1910, Skid Row included all of the Gateway area and stretched east along the river to the Seven Corners area of Minneapolis, where Washington Avenue and Cedar Avenue meet. Beginning in the 1960s, most of the buildings in the Skid Row along the river were torn down, but urban renewal stopped at Hennepin Avenue. Lower North First Street and the area on the northwest side of Hennepin Avenue were largely spared.

A 1980 study of the area described the area north of Hennepin Avenue between North First and Fifth streets as an area that has traditionally been perceived as the "warehouse district," but noted that the upper and lower parts of North First Street are quite different in character:

North First Street is divided by Third Avenue North into two distinct urban neighborhoods. The blocks to the south of this dividing line (lower North First Street) share a historical and architectural heritage which is quite different from that of the area to the north (upper North First Street).²¹

The area around Bridge Square, including lower North First Street, "catered to the needs of the growing business district" and functioned "as a commercial auxiliary of the Bridge Square market area." From the 1850s through the 1880s, "the basic complexion of the neighborhood . . . remained unchanged:" lower North First Street consisted of a city market, retail stores, hotels, saloons, a carriage works, livery stables, and blacksmith shops.²² It was, in fact, a mixed use area. By the early 1880s, the retail center of the City of Minneapolis was moving noticeably south away from the river. Bridge Square urban uses remained tied to transportation from 1854 when the first suspension bridge was built at Hennepin Avenue, to the 1867 arrival of the St. Paul and Pacific tracks into downtown Minneapolis, to the streetcar lines which crossed the river on Hennepin Avenue in the 1870s, to the erection of the Union Railway Depot in 1885 on lower Hennepin, and to the construction of the Great Northern Passenger Depot in 1912-13.

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Upper North First Street, on the other hand, shifted from initial residential to industrial uses after the St. Paul and Pacific rails crossed the Mississippi into Minneapolis in 1867. Then in the early 1880s, the Chicago, St. Paul, Minneapolis and Omaha ("Omaha") railroad built a large terminal facility along upper North First Street above Third Avenue North, bringing to that area general and specialized warehousing, farm implement dealers and distributors. Upper North First became part of "Implement Row" by the turn-of-the-century. Lower North First Street, however, retained the patterns of use established earlier, although small wood-framed buildings gave way to brick buildings during the 1880s. The Minneapolis Warehouse District, 28 North First Street (Restaurant) (HABS No. MN-110-AF) is an example of second-generation replacement construction on lower North First Street during the 1880s.

In the early 1890s, the Bridge Square area and lower North First street "lost its commercial prominence."²³ By 1894, the *Minneapolis Journal* announced that the old City Market on the corner of North First Street and Hennepin Avenue had been sold to the Home Insurance Company and that the old market "had been but little less than a nuisance, occupying as it has one of the most central and commanding corners. The improvement of this site is likely to stimulate lower Hennepin and Nicollet avenues to renewed business and building activity."²⁴ (See Minneapolis Warehouse District, Home Insurance Company Building (Berman Buckskin Company), HABS No. MN-110-V.) This turned out to be wishful thinking. New construction in 1907 with the Wisconsin Central Freight Station (HABS No. MN-110-AC) and in 1911-12 with the Great Northern Depot, now razed, was more closely tied to the railhead than to commercial and retail improvements in the area. These two buildings did little to improve the neighborhood. Other new construction such as the 1914 Gluek Brewing Company Hotel and Saloon (HABS No. MN-110-AD) was more typical of the functions of Gateway/Bridge Square buildings, containing as it did a saloon and inexpensive sleeping rooms.

Despite the erection of the Home Insurance Company Building and other new buildings, the Gateway area, including lower North First Street, continued to decline. The hotels filled up with day laborers, workingmen, the unemployed, and people attracted to the dozens of saloons in the area. The Y.M.C.A. Bridge Square branch office in the City Market building, established prior to 1885, was joined by other social agencies.²⁵ The Union City Mission was established in 1895, and the Salvation Army opened an industrial workhouse mission at 115 North First Street in 1908. The presence of a Salvation Army facility in a neighborhood, one historian has noted, "is often indicative of some seediness."²⁶ By 1908, the neighborhood was definitely seedy.

Census information attests to the make-up of the populace in the neighborhood. The Federal Census of 1900, the only one to note months unemployed, shows twenty men living at 26 North First Street (razed), of which five, or 25%, had been unemployed for one to three months. Of the twenty residents, sixteen men were day laborers, with one shoemaker, one truckman, one teamster, and one farm laborer.²⁷ This is fairly typical of the population in Enumeration District 33, which was bounded by the Mississippi River, Hennepin Avenue, Washington Avenue North and North Third Avenue. In 1900 within this area, about half of the population of mostly single men had been without a job for one to two months and the other half were employed. The censuses do not indicate whether the day laborers were working in the Minneapolis Warehouse District or elsewhere in town. Nearby hiring houses were probably sending them wherever help was needed. Lodging houses, often with saloons on the ground floor, proliferated around the Gateway area.

In an effort to address the pressing social needs in the area, the City of Minneapolis, beginning in 1902, proposed various solutions for the neighborhood, which included turning

the old city hall into public baths, ordering that free lunches be banned in the saloons, and denying liquor licenses to several Bridge Square saloons in hopes of cleaning up the area. In 1908, the City's Park Board began acquiring land at Bridge Square.²⁸

Lower North First Street became increasingly industrialized after 1900, with a variety of small businesses among the saloons and lodging houses, which continued to proliferate. In 1905, a paper box company moved its manufacturing headquarters to the 200 block of North First Street and the Hunt Baking Powder Company converted the Foster House at 100 North First Street the same year. A brass company moved on to lower North First Street in 1915. In 1912, machine shops, blacksmith shops, a mattress firm, electrical supply companies, a candy factory, and a carriage shop occupied buildings along lower North First Street, along with the saloons and cheap lodging houses.²⁹

The Northwestern Hide and Fur Company moved into the neighborhood in 1902 at the corner of North First Street and North Second Avenue, attracting several similar firms by 1920. A large fur and hide trader, Northwestern was joined on lower North First by MacMillan Hide and Fur Company at 220 North First Street, Berman Brothers at 224-226 North First Street, and American Hide and Fur (Dittman Building, HABS No. MN-110-AE) at 20 North First Street.³⁰ Although these buildings remain today and Berman Brothers moved to 26 Hennepin Avenue in 1964, the hide and fur business was never concentrated along lower North First Street nor concentrated in the warehouse district. In 1925, for example, twelve hide, pelt and fur dealers were located in various Minneapolis locations: the Plymouth Building, Third Avenue South, Main Street S.E., Washington Avenue, the Temple Court Building, and lower North First Street.³¹ These represented locations in the downtown retail area, east of downtown, and across the river on the east bank of the Mississippi, as well as the east end of the warehouse district on lower North First Street.

The end of construction of new buildings came with the Great Depression and World War II. Between 1950 and 1980, at least fifteen buildings on lower First Street were razed.³² The Great Northern Passenger Depot facing Hennepin Avenue was razed in 1978 and passenger traffic by rail into downtown Minneapolis ceased. Aspects of the Skid Row life lingered in the neighborhood, rechristened the "Lower Loop" in the 1960s. The building at 24 Hennepin Avenue remains a bar, although patrons no longer recover in its "sleeping compartments" upstairs (see Minneapolis Warehouse Historic District, Gluek Brewing Company Hotel and Saloon, HABS No. MN-110-AD). During the 1970s, at least two massage parlors located on lower North First Street. One still operated until closed in early 1994. Recently, some revitalization has occurred. A new restaurant has located in the old Market Hotel at 30 North First Street and the large warehouse at 101-111 North First Street is now home to a local theater group.

Ironically, the Gateway went downhill for 70 years, yet it still contained many relatively intact buildings representing the history of its architecture and physical development. Except for a few survivors, urban renewal tore these buildings down.

In the 1950s and 1960s, nearly all the buildings in the Gateway, including the 1915 pavilion at the intersection of Hennepin and Nicollet avenues that was to be the centerpiece of neighborhood revitalization, were razed. Since urban renewal stopped at Hennepin Avenue, a few buildings from the old neighborhood survived, along Hennepin Avenue and lower North First Street. Among these survivors of urban renewal are the buildings that are the subject of this HABS report.

A. General Statement:

In 1987, the Minneapolis Warehouse District included a total of 159 buildings and three structures spread over a thirty-block area north and west of the central business district of the City of Minneapolis.

The general architectural character of the district reflects styles popular in a forty year period between 1885-1925, during which the majority of the buildings in the district were constructed. The earliest building in the district dates to 1865 and several buildings date to the 1870s and early 1880s. The oldest buildings in the district are small, typically three stories tall, and of masonry construction. Beginning in the early 1880s, the size of the buildings increased, were five to seven stories tall, and usually of mill or semi-mill construction. After the turn of the century, buildings in the district became more utilitarian in style and were constructed of reinforced concrete and structural steel. The National Register nomination notes that:

The Warehouse District has retained its original sense of time and place with four steel bridges still in place, many streets paved with bricks or cobblestones, and with trains passing through daily on original track beds around which the area first developed. Architecturally the buildings include every major architectural style popular during the period of significance from Italianate, Queen Anne, and Richardsonian Romanesque to the Classical Revivals and early 20th century Commercial Styles.³³

Texture and varied wall surfaces in the district's buildings are achieved by use of such architectural conventions as: dentils and corbels, brick panels, projecting cornices, brick pilasters between window bays, windows arranged vertically with round-headed arches or segmented brick arches, hoodmolds, stepped gables, geometric ornamentation, terra cotta trim, stone string courses, classical columns, and similar design devices which give visual interest and variety to the district as a whole.

B. Materials:

For the most part, the buildings in the district are sheathed in red brick, have flat roofs, metal or stone cornices, and stone trim, either smooth or rusticated. A minority of buildings have front facades of cream brick or glazed brick. Common cream brick is used on lateral and rear walls of many of the buildings. Foundations are generally massive, coursed or random ashlar, rusticated stone blocks, or poured concrete. In general, windows are wood sash and frames with clear glazing. Later applied materials are not uncommon to current storefronts in the district.

ENDNOTES TO PARTS I. AND II.

¹ William Cronon, *Nature's Metropolis: Chicago and the Great West* (New York: W.W. Norton, 1991), 292, 293.

² Roland Vaile and Peter Slagsvold, *Market Organization: An Introductory Course* (New York: The Ronald Press Company, 1930), 257, 259-262.

³ Ibid.

⁴ Ibid., 260-261, 265, 243.

⁵ Rolf T. Anderson, Minneapolis Warehouse Historic District National Register of Historic Places nomination (St. Paul: State Historic Preservation Office, Minnesota Historical Society, 1987). Direct quotations from the district nomination have been adjusted to

conform to HABS stylistic conventions. Numbers under 100 and numbered streets have been spelled out. Endnote numbers have been adjusted to flow into the HABS text. Building addresses have been added.

- ⁶ Minneapolis Riverfront Development Coordination Board, *St. Anthony Falls Rediscovered* (Minneapolis: 1980), 10.
- ⁷ Ibid., 15.
- ⁸ Ibid., 15.
- ⁹ Society for Industrial Archeology, *A Guide to the Industrial Archaeology of the Twin Cities* (St. Paul: Minnesota Historical Society, 1983), 89.
- ¹⁰ Ibid., 89.
- ¹¹ Ibid., 90.
- ¹² Minneapolis Riverfront Development Coordination Board, 16.
- ¹³ Horace B. Hudson, *A Half Century of Minneapolis* (Minneapolis: The Hudson Publishing Co., 1908), 426.
- ¹⁴ *Minneapolis Business Souvenir*, (Minneapolis: Bachellor and Furbush, 1885), 2.
- ¹⁵ Hudson, 434.
- ¹⁶ Roland Vaile and Alvin Nordstrom, *Public Merchandise Warehousing in the Twin Cities* (Minneapolis: University of Minnesota Press, 1932), 13-14.
- ¹⁷ Roland Vaile and Alvin Nordstrom, 18.
- ¹⁸ Minneapolis Riverfront Development Coordination Board, 17.
- ¹⁹ Rolf T. Anderson, 1987.
- ²⁰ Tom Martinson, "Public Values and the Proposed Federal Reserve Bank of Minneapolis Building. Supplementary Information to 'Federal Reserve Bank of Minneapolis Section 106 Documentation.'" (Minneapolis: By the Bank, 1993), n.p.
- ²¹ Minneapolis Riverfront Development Coordination Board, 14.
- ²² Minneapolis Riverfront Development Coordination Board, 22.
- ²³ Minneapolis Riverfront Development Coordination Board, 16.
- ²⁴ "On Bridge Square," *Minneapolis Journal*, October 9, 1894, 2.
- ²⁵ Norene Roberts and Joe Roberts, "The Historical Resources of Block 12, Bridge Square, Supplementary Information to 'Federal Reserve Bank of Minneapolis Section 106 Documentation.'" (Minneapolis: By the Bank, 1993), 14-17.
- ²⁶ David Rosheim, *The Other Minneapolis, or The Rise and Fall of the Gateway, the Old Minneapolis Skid Row* (Maquoketa, Iowa: Andromeda Press, 1978), 64.
- ²⁷ Twelfth Census of the United States [1900].
- ²⁸ Roberts and Roberts, 20.
- ²⁹ Minneapolis Riverfront Development Coordination Board, 16; Sanborn Fire Insurance Map (New York: Sanborn Map Publishing Company, 1912).
- ³⁰ Minneapolis Riverfront Development Coordination Board, 17.
- ³¹ Minneapolis Directory Company, *Minneapolis City Directory*, 1925, 2437.

³²Minneapolis Riverfront Development Coordination Board, 17.

³³Rolf T. Anderson, 1987.

PART III. SOURCES OF INFORMATION

A. Original Architectural Drawings: Original architectural drawings of some of the buildings in the district may be available in the collections of the Northwest Architectural Archives, University of Minnesota, St. Paul, Minnesota.

B. Early Views: Numerous historic views of sections of the current Minneapolis Warehouse District and some of its individual buildings are available in the Special Collections Department, Minneapolis Public Library; at the Minnesota Historical Society, St. Paul, Minnesota; and at the Hennepin History Museum, Minneapolis, Minnesota.

C. Interviews: Personal Communication, Rolf T. Anderson [author of the Minneapolis Warehouse Historic District nomination] to Norene Roberts, September 19, 1993.

D. Bibliography:

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E. Additional Information: Historical/Architectural Inventory Forms for the Minneapolis Warehouse District are on file at the State Historic Preservation Office, Minnesota Historical Society, St. Paul, Minnesota. A building card file and associated folders on individual commercial buildings are located in the Special Collections Department, Minneapolis Public Library. The annual reports of the Minneapolis Board of Trade and the Minneapolis Chamber of Commerce contain a wealth of information on industry, manufacturing, and wholesaling, as well as views and histories of individual companies in the Warehouse District of Minneapolis. Issues of *The Improvement Bulletin*, *The Inland Architect and News Record*, and *The Western Architect* contain additional information about some of the buildings in the District.

PART IV. PROJECT INFORMATION

Plans call for the demolition in 1994 of the following buildings listed as contributing in the Minneapolis Warehouse District:

1. The Wisconsin Central Freight Station (Chicago Great Western Warehouse) (HABS No. MN-110-AC), 10-12 Hennepin Avenue, Minneapolis, Hennepin County, Minnesota.
2. The Gluek Brewing Company Hotel and Saloon (HABS No. MN-110-AD), 24 Hennepin Avenue, Minneapolis, Hennepin County, Minnesota.
3. The Home Insurance Company Building (Berman Buckskin Company) (HABS No. MN-110-V), Hennepin Avenue at North First Street, Minneapolis, Hennepin County, Minnesota.
4. The Dittman Building (American Hide and Fur Company) (HABS No. MN-110-AE), 20 North First Street, Minneapolis, Hennepin County, Minnesota.
5. 28 North First Street (Restaurant) (HABS No. MN-110-AF), 28 North First Street, Minneapolis, Hennepin County, Minnesota.

This report with streetscape photographs and a district boundary map were contracted for by the Federal Reserve Bank of Minneapolis in response to a Memorandum of Agreement (M.O.A.) signed August 24, 1993. The site is planned for the construction of a new Federal Reserve Bank facility.

The M.O.A. stipulated HABS recordation to mitigate demolition of five contributing buildings in the St. Anthony Falls Historic District and the Minneapolis Warehouse Historic District in downtown Minneapolis. Signatories to the M.O.A. were the Federal Reserve Bank of Minneapolis; the National Park Service; the Minnesota State Historic Preservation Office; the Advisory Council on Historic Preservation; the City of Minneapolis; and the Minneapolis Community Development Agency.

This report was prepared for the Federal Reserve Bank of Minneapolis by the firm of Historical Research, Inc., Minneapolis, Minnesota, Minneapolis, Minnesota, under the direction of Dr. Norene Roberts, assisted by Dr. Joe Roberts. It is one portion of the historical and architectural recordation of the above-referenced buildings, which also includes photodocumentation and a

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district boundary map indicating the location of the five buildings when were recorded as part of this project. The HABS district map was prepared by James Thompson of MacDonald and Mack Architects, Ltd., Minneapolis, Minnesota, under the direction of Robert Mack. Large format photography was by Jerome Mathiason Photography, Minneapolis, Minnesota.

Other reports in the HABS collection completed for this project include:

Minneapolis Warehouse District, Wisconsin Central Freight Station
(Chicago Great Western Warehouse) HABS No. MN-110-AC

Minneapolis Warehouse District, Gluek Brewing Company Hotel and Saloon
HABS No. MN-110-AD

Minneapolis Warehouse District, Home Insurance Company Building
(Berman Buckskin Company) HABS No. MN-110-V

Minneapolis Warehouse District, Dittman Building
(American Hide and Fur Company) HABS No. MN-110-AE

Minneapolis Warehouse District, 28 North First Street
(Restaurant) HABS No. 110-AF.

The Minneapolis Warehouse District (HABS No. MN-110) was the subject of HABS photographic recordation in April 1990 by Jet Lowe during which 28 individual buildings in the district were photographed. No HABS reports or drawings of the district or its individual buildings were submitted to HABS/HAER in 1990.